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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. VI., No. 8.

August, 1963

COMMISSION TOURS WESTERN MONTANA

In order to obtain a first-hand look at Western Montana, and to better appreciate the need that some areas of that portion of the state have for additional highways, and also to inspect current work underway, the Montana Highway Commission boarded a chartered bus on July 22, and before their return on July 25 had seen most of the extreme western edge of the state.



Posing for the Editor of the Western Montana News, Paul Virdon, the five Commissioners are joined by Roy Jones of the Bureau of Public Roads on the newly-paved Troy-Noxon Road. (l. to r.) Roy Jones, Assistant Division Engineer of the BPR, Ted James, Roy Sorrells, Stan Halvorson, George Gosman and Bud Nass.

The five men of the Commission, accompanied by representatives of the Department, The Bureau of Public Roads, and the Press saw many miles of newly completed highway

that opened up new areas to industry and recreation, and saw other areas that are sorely in need of additional highway work. In addition, they inspected many miles of work presently underway, especially in the Missoula area, where approximately \$15 million of Interstate Highway is currently under construction.

As the bus rolled over the roads, many county and civic officials boarded the bus to ride with the Commission and to discuss their road problems. Other groups were hosts at meetings, and these informal get-togethers proved very enjoyable and interesting.

Leaving Helena on Sunday the 21st at 1:00 p. m., they saw the beginnings of an all-weather road between Avon and Helmville with the Powell County Commission, and how additional miles of this Secondary Route would help the area. They went on across Powell County on Montana 20 that has recently been rebuilt, and is now carrying a great amount of traffic.

At Clearwater Junction, they headed North on the Seeley Lake Road, traversing this new route that has opened up a great new recreational area, and has also tapped large timber resources. The road has opened up Seeley, Lindberg, Holland, and Swan Lakes to summer homes and summer recreation, and is an excellent connection between Central and Northwest Montana.

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GOVERNOR

Tim Babcock

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 S. N. Halvorson Vice-Chairman
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 George M. Gosman Member
 Ted James Member
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Material in the Center Line May Be Copied and Reproduced

T-O-O-L-S—DON'T CAUSE ACCIDENTS IT'S HOW THEY'RE USED!

The Importance of Hand Tools

Hand tools have played an important part in man's history. Without them there would be no civilization as we know it today. The trouble is that we take hand tools for granted. We treat hammers, knives, wrenches, files, screwdrivers, saws and such tools so casually that we seldom realize that they can be dangerous.

Little Hand Tools Can Cause BIG Injuries!

Select the RIGHT Tool for the Job—

Use It the Right Way!

GENERAL RULES

Have a place for every tool and keep it there when it is not in use.

Don't use tools that are not in good condition.

See that your hands are clean and dry before using hand tools.

Before putting hand tools away, clean them if necessary.

Keep all cutting tools sharp. Dull tools are dangerous to use.

Don't carry sharp tools in your pockets. Carry them in your hand or in your tool kit or a sheath.

Don't place tools where they may be accidentally dislodged, particularly if they are being used above head level.

—Safety Department

SERVICE AWARDS

Our congratulations go out to Jack McGhee for receiving his 35-year service pin, in May. Honored for having worked for the Department 30 years, were Bill Mason, LeRoy Norgaard, and Orville Myhre.

Those receiving 25-year pins during the last three months were: Glenn Graham, Harold Rogers, Steve Weber, and Roger Duncan. During the same period, between May and August, three men earned 20-year awards six men their 15-year pins, 17 their 10-year pins and 22 employees were presented their 5-year pins.

AWARD SHEET Project	Amount	Bidder	Letting of July 24, 1963 Address
I 15-2(19)126 Butte-East & West (Lighting & Signing) Silver Bow County	\$ 154,155.80	Lewis Construction Co.	Great Falls, Mont.
I 15-4(11)182 & I 90-6(12)309 Jefferson Co. Line-Sieben N. & S. & The Rocky Canyon (Seeding) Lewis & Clark & Gallatin Cos.	\$ 25,186.30	N. D. Robinson	Missoula, Mont.
I 15-4(20)212 U1 Lyons Creek-Wolf Creek (Road & Signing) Lewis & Clark County	\$2,539,164.27	F & S Contracting Co.	Butte, Montana
I 15-4(20)212 U2 Lyons Creek-Wolf Creek (Fencing) Lewis & Clark County	\$ 40,932.30	Tschache Bros.	Bozeman, Mont.
I 15-4(22)210 Lyons Creek-South (Dual Bridge) Lewis & Clark County	\$ 521,470.02	Sletten Const. Co.	Great Falls, Mont.
I 90-2(23)110 Ponner Interchange (Bridge) Missoula County	\$ 68,112.40	Hightower & Lubrecht Const. Co., Missoula, Mont.	
I-IG 90-6(15)276 Three Forks to Manhattan (Surfacing and Signing) Gallatin County	\$2,148,762.96	Peter Kiewit Sons' Co.	Billings, Mont.
I 94-3(8)114, I 94-4(11)119, F 86(22) & F 135(18) Hathaway-E. & W., Miles City- E. & W., Forsyth-Miles City & The Miles City-N. Dak. Line (Seeding) Rosebud & Custer Co.'s	\$ 24,603.00	N. D. Robinson	Missoula, Mont.
I 94-7(6)233 Wibaux East & West (Seeding) Dawson County	\$ 15,334.70	N. D. Robinson	Missoula, Mont.
F 46(6) Hardin-Custer (Surfacing) Big Horn & Yellowstone Cos.	\$ 163,882.56	Schultz & Lindsay Const. Co.	Fargo, N. Dak.
F 264(8) Townsend-Wh. Sul. Sprgs. (Road) Broadwater County	\$ 697,672.86	Hilde Const. Co., Inc.	Great Falls, Mont.
U 277(6) & U 388(6) E. Bank Missouri River & 10th Ave. So. By-Pass & Sun River- 10th Ave., So. in Great Falls (Signals & Signing) Cascade County	\$ 179,611.09	Cascade Electric Co.	Great Falls, Mont.
S 26(10) Sr. Xavier-Hardin (Bridge) Big Horn County	\$ 55,143.88	Walter Mackin & Son	Billings, Mont.
S 389(3) Sidney Loop (Road) Richland County	\$ 257,407.23	Schultz & Lindsay Const. Co.	Fargo, N. Dak.
S 401(3) U1 Plevna-Willard (Road) Fallon County	\$ 198,904.96	Billings Const. Co.	Billings, Mont.
S 401(3) U2 Plevna-Willard (Bridges) Fallon County	\$ 82,961.72	Walter Mackin & Son	Billings, Mont.
Total for Month	\$ 7,072,922.28	Total for Year	\$31,221,097.22

WESTERN MONTANA TOURED

Continued from Page 1



First of the special guests to ride with the Commissioners were guests from Avon to the junction with Montana 20 near Helmville. Shown here with Chairman Sorrells pointing out a proposed improvement in the highway is: (l. to r.) Newman Raymond and Sandy Reiersen, Powell County Commissioners; Chairman Sorrells, Norm Baumgart of Portland Cement Association and Don Mickelson of the Deer Lodge Chamber of Commerce.



Commissioner Sorrells goes over the proposed work for Kalispell with Alex Sample, President of the Kalispell Chamber of Commerce, and Clark Mason, the very capable manager of the C of C, who were such excellent hosts to the tour.

Stopping in Kalispell overnight, they presented Certificates of Appreciation to three former Highway Commissioners of that city at a breakfast meeting with the Kalispell Chamber of Commerce. Tom Elliot, Tim Landry, and Al Winkler, were presented certificates for their service on the Highway Commission.

Since then, the death of Tim Landry has saddened the Commission, and made all realize that many times we wait too long to show our appreciation for public service.



Chairman Sorrells and Vice Chairman Halvorson are congratulating three former Highway Commissioners from Kalispell. (l. to r.) Sorrells, Al Winkler, Tom Elliott, Tim Landry and Stan Halvorson.

Leaving Kalispell, a coffee break with a group of folks at Eureka, The Christmas Tree Capital of the World, was very enjoyable and in that area, intertrade with Canada is very important, and much of U.S. 93 is in need of improvement.

Leaving Eureka, and going down the Kootenai River, they were shown the area that will be flooded by the reservoir of the Libby Dam, and where nearly 50 miles of highway will have to be relocated. Much preliminary work has already been done on this project.

Lunch was in Libby, with the Chamber of Commerce, and future work in that area was discussed, as well as the possibility of doing some special work at areas that have a rate of accidents. The Commission informed the Libby men that they are now considering a state-wide study of these accident prone areas in order to do the necessary work to reduce the hazard.

Accompanied by several of the Lincoln County group, the tour then proceeded westward and thence down the Troy-Noxon Road, or the Bull Lake highway, which had just been finished. A dedication was held at the Sanders-Lincoln County line, and then the bus proceeded to the Noxon Dam. Leaving there the group stopped for coffee and pie at Mrs. Gamet's Rimrock Cafe, whose proprietor had threatened to put tacks on the highway if

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WESTERN MONTANA TOURED

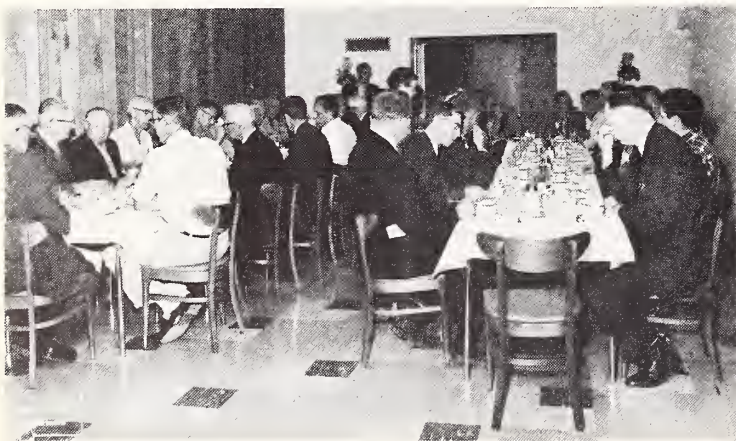
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Cutting a ribbon symbolic of the completion of the Bull Lake Highway, this group of Lincoln County officials joined with the Montana Highway Commissioners in officially opening the road to traffic.

they didn't stop. Actually her very gracious invitation, conveyed by phone prior to the trip, was very humble and sincere, and her enthusiasm for Thompson Falls, Western Montana, and the State as a whole, was very refreshing.

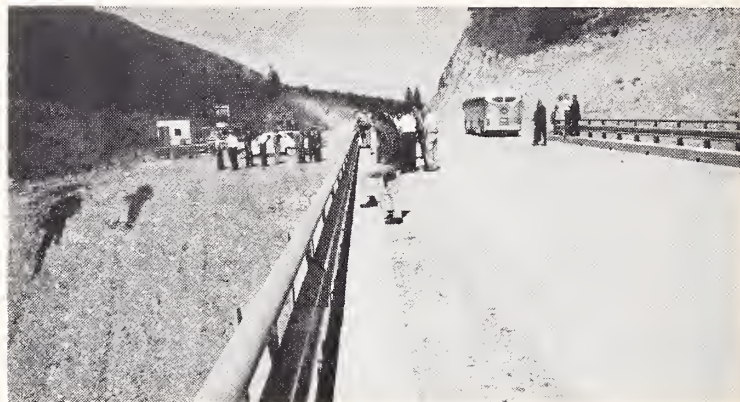
At Thompson Falls they were met by a group of ambitious highway boosters, and taken up Thompson Creek, and over Thompson Pass to meet with a group of Idahoans interested in building a road from Wallace to Thompson Falls via the Pass. While in Idaho, a new association was formed to work for the completion of the road. The entourage was treated to a steak fry, and to a trip to one of the oldest mining towns in Idaho. Murray would make Charley Bovey's mouth water.



A very enjoyable and filling breakfast awaited the tour in Plains. County Commissioner Jack Harwood is standing and addressing the group, although it would appear that Commissioner Attorney Don McPherson was either saying grace, or contemplating his trip to Murray, Idaho the previous evening.

The next day, breakfast was with the Plains-Hot Springs Chamber of Commerce, and after breakfast, a group of officials rode

with the Commission to the new bridge across the Clark Fork River on the St. Regis-Paradise cut-off. Lots of dust accumulated in the bus, but the local folks are enthusiastic about the possibility of getting the rest of the cut-off oiled, as it means so much to the economy of the area.



Making a stop midway between Paradise and St. Regis, an inspection is made of the newly completed bridge that replaces a water-powered ferry.

At the bridge, we were joined by a group of Mineral County officials, who rode as far as Superior, where coffee and doughnuts awaited us at the new bank building. We also picked up the only extra hat on the trip when Senator Jensen left his on the bus. Lunch was with the Missoula Chamber Highway Committee, and after lunch, a tour of new Interstate Projects in the area was very interesting.

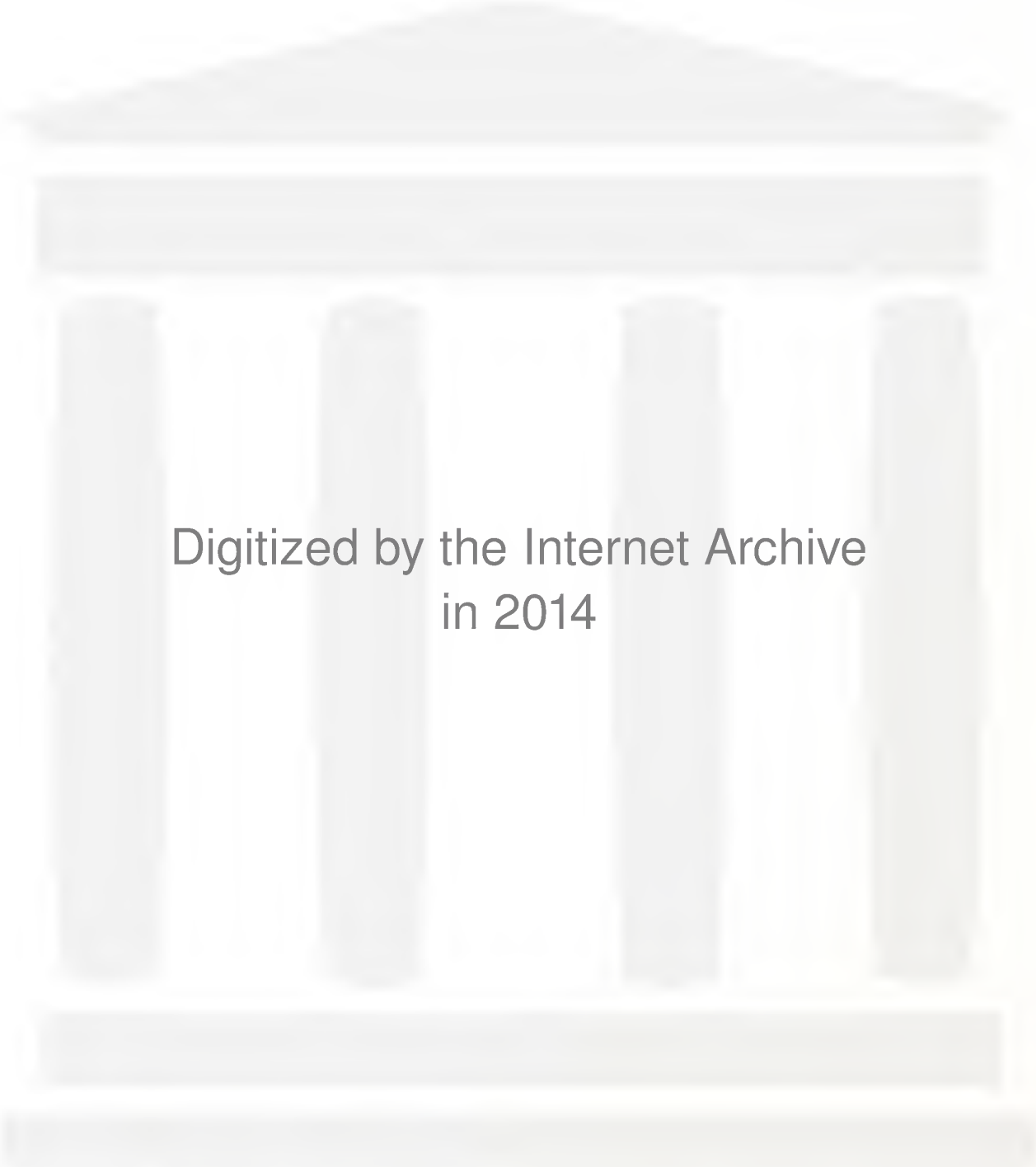
Proceeding southerly, a coffee break in Hamilton was very enjoyable in that the Com-



Enjoying lunch with the Missoula Chamber of Commerce Highway Committee during a brief stay in the Garden City, two Commissioners and the District Engineer discuss road problems with two members of the committee and a representative of the Missoulian. (l. to r.) Gerry Alquist, H. R. Williams, Stan Halvorson, District Engineer Oscar Ostenson, Vern Peterson and Ted James.

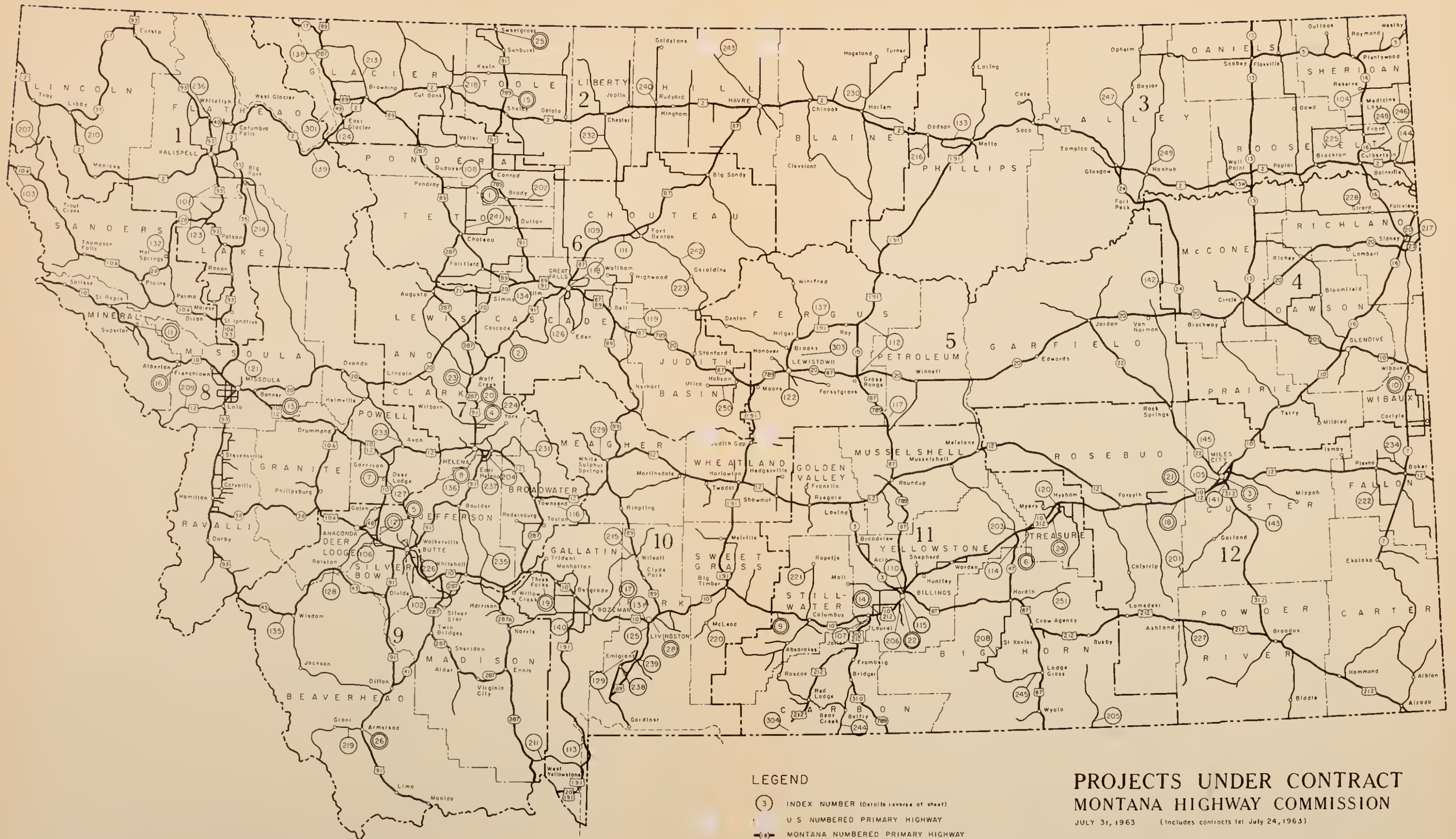
Continued on page 9

INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH	TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID PRIMARY PROJECTS				
101	F 191 (19) U 1	9-1-63	5.6 miles	grading, drainage, surfacing, plant mix bituminous & seal coat oiling . (U. S. 93 - S. of Kalispell) .
102	F 207 (8)	9-30-63	0.2 miles	grading, drainage, surfacing, plant mix bituminous & seal coat oiling . (U. S. 10 - In Butte) .
	U-F 242 (16)	10-31-63	0.8 miles	grade, drain, surface & plant mix bituminous surfacing . (U. S. 91 - In Butte) .
	F 279 (4)	9-30-63	0.5 miles	grade, drain, surface, plant mix bituminous & seal coat oiling . (U. S. 10 - ByPass - In Butte) .
	FHP 6-1 (1) *	1963	6.5 miles	grade, drain, base & bituminous surface treatment . (U. S. 10 A - Idaho line E.) .
	F 193 (12)	9-30-63	11.6 miles	grade, drain, surface, & plant mix bituminous surfacing . (Montana 16 - Medicine Lake N.) .
	F 135 (18)	4-30-64	0.6 miles	seedling & mulching . (U. S. 10 - W. of Miles City) .
106	F-G 68 (12) U 1	9-1-64	2.7 miles	(four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing & delineation . (U. S. 10 A - E. of Anaconda) .
	F-G 68 (12) U 2	10-31-63	Four prestressed concrete beam bridges, dual 70 ft. - Clark Fork and dual 148 ft. - NP. RY. (U. S. 10 A - E. of Anaconda) .	
	ROW-F-G 68 (8)	10-1-63	2.7 miles	fencing . (U. S. 10 A - E. of Anaconda) .
107	F 134 (6)	9-30-64	0.7 miles	grade, drain, surface, & plant mix bituminous surface . (U. S. 212 - Laurel S.) .
108	F 67 (9)	10-1-63	1.6 miles	grade, drain, surface, stabilized base surface, plant mix bituminous, seal coat oil. (U. S. 91 - Main Street in Conrad) .
109	F 149 (16)	9-15-63	9.7 miles	grade, drain, surface & plante mix bituminous oiling . (U. S. 87 - N.E. of Great Falls) .
110	U F 296 (15) U 1	10-1-63	4.2 miles	(0.8 miles four-lane) grade, drain, surface & plant mix bituminous surfacing . (Montana 3 - Billings N. W.) .
	F 187 (13), F 230 (7) & U 296 (14)	10-15-63	0.1 mile	lighting and signing at intersection U. S. 10, 212, 87 & 312 . (U. S. 10 - Billings) .
111	F 149 (19) & 252 (15)	9-15-64	9.8 miles	grade, drain, surface & plant mix bituminous surface . (U. S. 87 - S.W. of Fort Benton) .
112	F 26 (6) U 2	8-30-63	1.6 miles	seal coating . (U. S. 87 - Grass Range N.) .
	F 103 (10) U 2	8-30-63	7.6 miles	seal coating . (U. S. 191 - Roy E.) .
	F 333 (27) U 3	8-30-63	9.7 miles	seal coating . (Montana 19 - Grass Range Junction N.) .
	F 333 (28) U 2	8-30-63	3.9 miles	seal coating . (U. S. 191 - Roy Junction N.) .
113	F 76 (7)	9-15-63	20.6 miles	plant mix bituminous surfacing . (U. S. 191 - N. of W. Yellowstone) .
114	F 46 (6)	10-31-63	11.3 miles	plant mix bituminous surfacing . (Montana 47 - N. of Hardin) .
115	U G 228 (16)	11-30-63	1.5 miles	grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete underpass - NP. RR. (U. S. 10 - In Billings) .
116	F 264 (8)	10-31-64	6.4 miles	grade, drain, aggregate and plant mix bituminous surfacing . (U. S. 12 - Townsend E.) .
117	ROW F 28 (3)	9-1-63	5.8 miles	fencing . (U. S. 87 - S. of Grass Range) .
	F 28 (4)	9-15-63	5.8 miles	grade, drain, surface, & plant mix bituminous surfacing . (U. S. 87 - S. of Grass Range) .
118	U 149 (15)	10-31-63	0.4 mile	(0.1 mile four-lane divided) grade, drain, surface, plant mix bituminous surface . (U. S. 87 - ByPass - Great Falls N.) .
	U FG 395 (6)	10-31-63	1.5 miles	(1.1 mile four-lane divided) grade, drain, surface, plant mix bituminous & concrete pavement . Two concrete underpaeese - GN. RY. & smelter Avenue . (U. S. 87 - ByPass - Great Falls N.) .
119	F 235 (25)	10-15-63	7.5 miles	grade, drain, surface, plant mix bituminous surface . One 81 ft. prestressed concrete beam bridge - Otter Creek . (U. S. 87 - W. of Stanford) .
	F 235 (31)	10-15-63	4.0 miles	plant mix bituminous surfacing . (U. S. 87 - W. of Stanford) .
120	F 114 (5)	9-1-64	2.4 miles	grade, drain, surface & plant mix bituminous surfacing . (Hysham connection to Interstate) .
121	F G 219 (16) U 1	10-30-63	9.8 miles	grade, drain, surface & plant mix bituminous surfacing . (U. S. 10 A - N. W. of Missoula) .
122	U 112 (3) U 229 (15) & U 235 (32)	8-30-63	2.0 miles	grade, drain, surface, plant mix bituminous & seal coat oiling . One 30 ft. concrete slab bridge - Big Spring Creek . (Montana 20 - Lewistown Main Street) .
123	F 191 (20) U 1	9-1-63	7.3 miles	(2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling . (U. S. 93 - N. of Polson) .
	F 191 (22)	8-30-63	7.3 miles	seedling & mulching . (U. S. 93 - N. of Polson) .
124	F 260 (7) & F 353 (8)	9-15-63	5.8 miles	grade, drain, surface, plant mix bituminous & seal coat oiling . (U. S. 2 - W. to E. of W. Glacier) .
125	F 13 (6) U 2	8-30-63	4.0 miles	seal & cover oiling . (U. S. 89 - Livingston S.) .
126	U 277 (6) & 388 (6)	12-31-63	2.6 miles	street widening, curbs, plant mix bituminous surfacing, traffic signals and signing . (10th Avenue S. ByPass - In Great Falls) .
127	F 184 (15)	8-30-63	1.1 miles	seedling & mulching . (U. S. 10 - N. of Deer Lodge) .
128	F 43 (15) U 2	8-30-63	31.4 miles	seal & cover oiling . (Montana 43 - W. to E. of Ralston) .
129	F 217 (12) U2 & F 217 (13)U2	8-30-63	24.0 miles	seal & cover oiling . (U. S. 89 - S. to N. of Emigrant) .
131	F 185 (6) U 2	9-15-63	0.3 miles	seal coating . (U. S. 10 - W. of Idvngston) .
132	F 87 (12)	9-30-63	9.9 miles	plant mix bituminous surfacing . (Montana 28 - Hot Springs N. & S.) .
133	F 153 (8)	10-1-63	9.0 miles	grade, drain, surface & plant mix bituminous surfacing . (U. S. 2 - E. of Dodson) .
134	F 176 (7)	7-30-64	5.3 miles	grade, drain, surface & plant mix bituminous surfacing . (Montana 20 - E. of Simms) .
135	F 42 (1) U 3	9-15-63	9.2 miles	seal coating . (Montana 43 - Wisdom W.) .
136	F 214 (3) U 2	9-15-63	1.0 miles	seal coating . (U. S. 12 - In Helena) .
137	F 103 (12)	9-15-63	20.4 miles	plant mix bituminous surfacing . (U. S. 191 - Hilger to Roy) .
138	F 210 (3)	10-30-63	6.0 miles	plant mix bituminous surfacing . (U. S. 89 - N.W. of Browning) .
	F 227 (5)	10-30-63	4.0 miles	plant mix bituminous surfacing . (U. S. 89 - N.W. of Browning) .
	F 227 (6)	10-30-63	4.3 miles	grade, drain, surface, and plant mix surfacing . (U. S. 89 - N.W. of Browning) .
139	FHP 13-3 (1) *	1963	4.1 miles	grade, drain & base . One 60 ft. reinforced concrete bridge-Bear Cr. One 26 ft. concrete elab bridge - Devil Cr. (U. S. 2 - SW - E. Glacier) .
140	F 209 (4)	9-15-64	5.5 miles	grade, drain, aggregate & plant mix bituminous surface. Four 20 ft. concrete bridge . (U. S. 191 - W. of Bozeman) .
141	F 86 (20) U 2	8-30-63	0.8 miles	seal coating . (U. S. 312 - Miles City S.) .
	F 86 (22)	4-30-64	0.8 miles	seedling & mulching . (U. S. 10 - S.W. of Miles City) .
142	F 315 (16) U 1	9-30-63	11.4 miles	grade, drain & surface (Montana 24 - S. E. of Fort Peck) .
	F 315 (16) U 2	10-30-63	One 133 ft. prestressed concrete beam bridge - Nelson Creek . (Montana 24 - S. E. of Fort Peck) .	
	F 156 (10) U 2	8-30-63	2.6 miles	seal coating . (U. S. 312 - S. of Miles City) .
	F 156 (11) U 3	8-30-63	10.6 miles	seal coating . (U. S. 312 - S. of Miles City) .
144	F 84 (30)	9-15-63	10.9 miles	seal coating . (U. S. 2 - Bainville E.) .
145	F 157 (19)	7-15-64	10.9 miles,	grade, drain, surface, & plant mix bituminous surface . Widen one 164 ft.- Concrete T Beam Bridge to 28 ft. roadway S. Fork Sunday Creek . One 122 ft.- prestressed concrete beam bridge - N. Fork Sunday Creek . (Montana 22 - N.W. of Miles City) .
FEDERAL AID SECONDARY PROJECTS				
201	S 45 (6)	9-30-63	One 215 ft. prestressed concrete beam bridge - Tongue River . (S. W. of Garland) .	
202	S 131 (3) U 1	8-30-63	6.5 miles	grade, drain, surface & plant mix bituminous surfacing . (E. of Brady) .
203	S 236 (8)	8-30-64	1.2 miles,	grade, drain, surface . One 562 ft. riveted plate girder bridge . (N. of U.S. 10 & Montana 47) .
204	ROW S 412 (2)	10-31-63	3.7 miles	fencing . (E. Helena - Southerly) .
	S 412 (3)	10-31-63	3.7 miles	grade, drain, surface & plant mix bituminous surfacing . (E. Helena - Southerly) .
205	S 207 (3)	8-30-63	3.9 miles	grade, drain, surface, plant mix bituminous & seal coat oiling . (Wyoming Line N. - S. of Busby) .
206	S 192 (3)	9-30-63	Dual prestressed concrete beam bridges - I 90 Separation . (S. W. of Billings) .	
207	FHP 5-1 (1) 2 (2) *	1963	13.8 miles	plant mix bituminous surfacing . (S. of Troy) .
208	S 26 (10)	11-30-63	One 102 ft. - prestressed concrete beam bridge - Soap Creek and approach . (S. of St. Xavier) .	
209	FHP 11-1 (1) & S 391-1 FH *	1963	32.5 miles	grading, drainage & base . Raising of three timber bridges - Lolo Creek . (U. S. 12 - Lolo to Idaho State Line) .
210	S 325 (1) U 1	8-30-63	3.4 miles	grade, drain, surface & plant mix bituminous surfacing . (S. W. of Libby) .
211	ERFO 42 (1) *	1963	7.1 miles	(3.5 miles grading) drain, surface & plant mix bituminous surfacing . (N. W. of W. Yellowstone) .
213	S 266 (4)	9-1-63	10.5 miles,	grade, drain, surface, plant mix bituminous & seal coat oiling . (N. of Browning) .
214	S 65 (6)	10-1-63	4.9 miles	grade & drain . One 245 ft. prestressed concrete beam bridge - Swan River . (S. of Big Fork E.) .
215	ROW S 370 (13)	8-30-63	Reet 239 rods	of fencing . (W. of Wilsall) .
	S 370 (15)	9-30-63	6.7 miles,	grade, cement stabilized base, drain, plant mix bituminous & seal coat oiling . (W. of Wilsall) .
216	S 159 (4)	9-1-63	7.5 miles	(partial grading) drain, surface, & plant mix bituminous surfacing . (Dodson S.) .
217	S 389 (3)	11-30-63	2.7 miles	grade, drain, bituminous etabilized base, aggregate and plant mix bituminous . (Sidney Loop) .
218	S 316 (7)	9-30-63	0.4 miles	grade, drain, aggregate & plant mix bituminous surfacing . Concrete curb & gutter . (In Out Bank) .
219	S 85(00) U 1 & S 85 (3) U 1	7-31-64	12.0 miles	grade, drain, & surface . (Armstead W.) .
	S 85(00) U 2 & S 85 (3) U 2	11-30-63	Three prestressed concrete beam bridges . One 92 ft. & 71 ft.-Horse Prairie Cr. One 71-ft.-Medicine Lodge Cr. (Armstead W.) .	
220	S 28 (7) & S 28 (8)	9-30-64	8.8 miles	grade, drain, & aggregate surfacing . (McLeod S.W.) .
221	S 129 (8)	11-15-63	7.0 miles	grade, drain, surface, & plant mix bituminous surfacing . (Rapelje S.) .
222	S 401 (3) U 1	11-30-63	8.2 miles	grade, drain and aggregate surfacing . (Plevna S.) .
	S 401 (3) U 2	6-30-64	Two 132 ft. - prestressed concrete beam bridges - Sandetone and S. Fk. Sandstone Cr. (Plevna S.) .	
223	S 290 (16) & S 307 (12)	7-1-64	4.9 miles	grade, drain, surface, & plant mix bituminous surfacing . Widen three timber bridges . (N. of Geraldine S.) .
224	S 2 (15) U 1	10-30-63	1.8 miles,	grade, drain, surface, plant mix bituminous & seal coat oiling . (N. of Helena) .
225	S 200 (5)	9-15-63	13.2 miles	(part aggregate surface) plant mix bituminous surfacing . (Froid W.) .
226	S 213 (4)	9-30-63	0.9 miles,	grade, drain, surface, & plant mix bituminous & seal coat oiling . (E. of Butte) .
227	S 326 (4)	10-15-63	5.1 miles,	grade, drain, & surface. One 102 ft. prestressed concrete beam bridge - Otter Cr. (E. of Ashland S.) .
228	S 361 (12)	7-15-64	6.6 miles	grade, drain, surface, & plant mix bituminous surfacing . (Girard W. to E.) .
229	S 49 (7) U 2	8-30-63	9.0 miles	seal coating . (White Sulphur Springs N.W.) .
230	S 12 (9)	8-30-63	4.9 miles	grade, drain, surface, plant mix bituminous & seal coat oiling . (Harlan N.) .
231	S 6 (4) U 2	9-15-63	7.0 miles	seal coating . (N. of Townsend) .
232	S 339 (9) U 1	8-30-63	6.5 miles,	grade, drain, surface, plant mix bituminous & seal coat oiling . (S. of Chester) .
233	S 291 (6) U 2	9-15-63	5.4 miles	seal coating . (N. of Avon) .
234	S 398 (2)	8-30-63	9.6 miles,	grade, drain, & surface . (N. W. of Baker) .
235	S 9 (9) U 2	8-30-63	8.5 miles	seal & cover oiling . (S. E. of Boulder) .
236	S 377 (2)	9-15-63	4.0 miles,	grade, surface, plant mix bituminous & seal coat oiling . (Whitefish N.) .
237	S 330 (1) U 2	9-15-63	2.5 miles	seal coating . (East Helena S. W.) .
238	S 66 (2) U 2	8-30-63	1.2 miles	seal & cover oiling . (Emigrant S. E.) .
239	S 273 (3) U 2	8-30-63	0.8 miles	seal & cover oiling . (N. E. of Emigrant) .
240	S 13 (5) U 2	9-15-63	5.3 miles	seal coating . (Rudyard N.) .
241	S 82 (1) U 2	9-15-63	5.9 miles	seal coating . (Choteau N.) .
242	S 290 (13) U 2	9-15-63	9.5 miles	seal coating . (N. of Geraldine) .
243	S 301 (8) U 2	9-15-63	5.0 miles	seal coating . (N. of Havre) .
244	S 136 (2) U 2	8-30-63	10.6 miles	seal coating . (Belfry S.) .
245	S 260 (3) U 2	8-30-63	11.4 miles	seal coating . (Lodge Grass S. W.) .
246	S 73 (4) U 2	8-30-63	8.4 miles	seal coating . (E. of Reserve) .
247	S 368 (7)	7-16-64	8.7 miles	aggregate, plant mix bituminous surface & seal coating . (N. of Glasgow) .
	S 102 (3)	9-15-63	7.8 miles	grade, drain, surface, plant mix bituminous & seal coat oiling . (N. E. of Culbertson) .
	S 239 (2) U 2	8-30-63	13.4 miles	seal coating . (Naehua N.) .
	S 121 (4)	11-15-63	11.6 miles	(1.0 mile grade & drain) aggregate & plant mix bituminous surfacing . (Utica to Hobson) .
	S 322 (7)	11-1-63	6.3 miles,	grade, drain, surface & plant mix bituminous surfacing . (E. of Hardin) .
OFF SYSTEM PROJECTS				
301	FHP 2 A2, B2, 12 A2 *	1963	7.2 miles	grading & aggregate base . (Two Medicine Road & Approach - N. W. of E. Glacier) .
303	R AD 7 (1) *	1963	8.7 miles	grading, drainage & aggregate surfacing . (Brooks E.) .
304	FHP 59-2(1)&FL 59(1),(2)*	1963	8.7 miles	grading, drainage, aggregate & plant mix bituminous surfacing . (S. of Red Lodge) .
* - Bureau of Public Road Projects .				



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LEGEND

- (3) INDEX NUMBER (Details reverse of sheet)
- U S NUMBERED PRIMARY HIGHWAY
- MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT MONTANA HIGHWAY COMMISSION

JULY 31, 1963 (Includes contracts let July 24, 1963)

WESTERN MONTANA TOURED

(Continued from page 4)



Each summer the Montana Advertising Department plays host to a group of writers and in Hamilton, on the tour, they had the opportunity to meet the Highway Commission. (kneeling, l. to r.) Ashley Roberts, State Park Director, Les Barry, Travel editor of Popular Photography; Sid King, editor, Oregon Motorist; Tim Renken, Outdoor editor, St. Louis Dispatch; Orvin Fjare, State Advertising Director, and Wm. Foley, Columbia Falls, Mont. (standing) Commissioners Ted James, Roy Sorrells, Bud Nass, Stan Halvorson and George Gosman.

mission had the opportunity to meet the four travel writers who were on a tour of Montana with Orvin Fjare and Ashley Roberts. The Commission also had the opportunity to inspect the proposed site of a new bridge on the Secondary System, extending westerly from Hamilton.

Proceeding on south over U. S. 93, over Lost Trail Pass, where in the future much widening must be done, they stopped to inspect a new pass leading into the Big Hole above the Big Hole Battlefield. As yet the pass is not



On the lighter side, three names were proposed for a new pass from the Big Hole to the Bitter Root Valley. Frank Small Pass seemed to be the name most agreeable to the whole group. Shown here, holding the proposed name, are Frank Small, of the People's Voice, and Commissioner George Gosman.

officially named, but the new road traverses a beautiful little valley, that should prove very popular to fishermen and campers and serve as a fine new connection between the Big Hole and Bitterroot Valleys.

The overnight stop was at the Diamond Bar Inn at Jackson, and later on in the evening the fine stockmen of the Big Hole left their hayfields long enough to come into Jackson and bring coffee and cookies with them. They asked many questions, and the Committee outlined just how Secondary Highways are obtained.

The next day, the Commission toured Banack, saw the new road connecting Horse Prairie to Interstate 15 at the site of the Clark Canyon Dam. The ghost town of Wisdom will be inundated, and at this point it was found out just *how* vacated it was, when not a phone, or a person could be located. Wishing to call Butte to advise them that the tour would be late, the entire town was searched for someone who could direct us to a phone, all to no avail. The site of future construction in the vicinity of Pipe Organ was also visited, and the Commission was shown where a cut a hundred feet or so through solid rock would have to be made to avoid a channel change in the Beaverhead River.

In Butte, the Commission observed a great amount of Interstate Highway construction and saw the slip form paver at work paving the route through the city. The tour arrived back in Helena in time for the Commission to approve bids on the largest single bid letting in its history.

The Commission agreed that Montana never looked more beautiful, and that even with the huge highway program now underway, there are still many miles of road to be built.

WHAT'S THE FEE FOR THE BPR?

Having chosen to find new quarters, the Bureau moved from the Scott Hart building to their new home, located in a brand new building at the corner of Ninth and Fee streets. Like the traditional Arabs, the BPR folded their tents, and silently moved over the week-end of August 17-18.

11,000,000 MILES FOR SCHOOL BUSES

Before long the school bells will be ringing, calling all the little darlings back to the little red schoolhouse. Although it's not red, except in scattered instances, the little schoolhouse is a modern building, whether located in town or in a suburban area. In either case, the first of September will see the children polishing their apples for the teacher and heading for the institution of learning.

40,000 of these children in Montana will be riding to school on busses this fall, and there will be approximately 1,045 of these vehicles transporting the children.

Although only 40,000 ride busses, yet the entire 165,000 school enrollees will, at some time or another, be using the highways in the family car, or some other form of transportation.

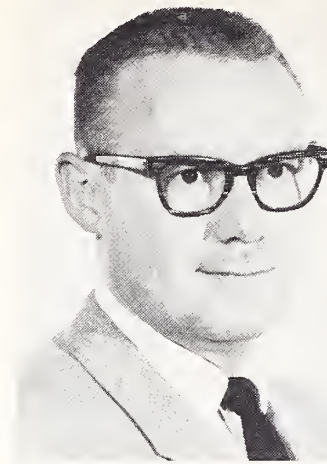
The school busses will drive about 61,000 miles *per day* to deliver the youngsters to and from school, and by the time the year is over, they will have travelled a total of about 11,000,000 miles.

It is estimated that each bus will average about 58 miles per day.

It would appear as though two factors account for the increasing number of bus-miles driven on our highways. One is the larger number of school children. This year there will be about 16,000 first graders. Secondly, there seems to be a continuing shift of population to rural and suburban areas.

This story is presented to indicate another reason for having good highways in Montana, and their contribution to Montana's educational system. It also brings up the fact that your driving habits should take into consideration the school children and their activities. Remember, you *must stop* when you come onto a school bus loading or unloading on a highway. At other times, watch for the school signs, and drive very cautiously, to protect the children.

CHAMPION PROMOTED



Robert E. Champion, formerly Interstate designer in the Montana Highway Department has been promoted to Training-Service engineer.

Champion, born and reared near Ft. Shaw, obtained his high school education at Simms High School and his engineering degree at Montana State College in 1955.

He was with the Bureau of Public Roads for nine months prior to being drafted in the army. His army experience covered 21 months of service with the Corps of Engineers, and upon his discharge he began his employment with the Montana Highway Department.

His duties will be to supervise the Engineer-in-Training program for graduate engineers, and also the field training of all highway personnel. He will supervise all tests for advancement, and conduct training seminars and night schools for various skills and trades used in the planning, construction and maintenance of highways.

He will also conduct recruitment programs for civil engineers.

Champion is currently vice-president of the Western Branch of the American Society of Civil Engineers. He and his wife and three children reside at 806 5th Ave.

NEWS FROM HEADQUARTERS

Two MHD employees, Harry Sing and Ed Burris, both of Road Plans department, have been doing some skin diving. Recently at Yellow Bay, 15 miles south of Big Fork, these two men and half a dozen others, were pursuing their hobby and came across an anchor which had rested on the bottom of the bay since July of 1926. At that time it was lost off the scenic cruiser Helena, which was used as a boat for hauling fruit to the railroad. In 1928 it was converted to a scenic cruiser and used for that purpose until 1932 when it sank as the result of a violent storm. It's wreckage is still visible at the mouth of the Flat-

head river. The anchor weighs 125 pounds and is in the possession of Harry Sing in Helena.

Friends of Don DeVore and Charles King will be glad to know that both are in good condition. Charlie underwent surgery in Butte and Don was hospitalized for a short time in Helena. We are all glad to hear they are both doing well, and know you echo these sentiments, too.

Billings

Construction in the Billings area has been fast and furious this summer, with construction progressing almost directly in front of the division office. Engineering crews getting almost no travel time are those working under Project Engineers Bruce Russell, Bill Woolston and Mike Zahn.

Recent additions to the R/W staff in the Billings District are Robert Remer and John Hammer. Bob joins the highway from a local real estate firm and John was an attorney in Anaconda prior to his employment.

A picnic was recently held at Huntley with free beer furnished by the Unions and it was thoroughly enjoyed by all.

Some recent local additions to the highway family were a baby boy to the Glen Browns (Instrumentman) and a baby girl to the Marvin Nelsons (R/W coordinator). An expected arrival is due at the Jim Rangitsche's (draftsman) any day now.

Gone (to Wong's Village) but not forgotten, Jack McGhee, Division Engineer, finally won a baseball pool. Paul Johnson, District Engineer, hit on a Quinella at the Midland Empire Fair and can go to Wong's several times.

Great Falls

Members of Local 1199, Missoula Division, and their families, and Local 1558, Great Falls Division met at Hooper State Park near Lincoln, Sunday July 14th for their annual joint picnic. Enjoyable events participated in by the group included horseshoes, a variety of races (cash prizes were offered and the response was excellent) and badminton. Evidence of past athletic abilities were reflected by a whole host of ex-greats during a softball game. Highlite of the game was the discussion

held when D. D. Moore stepped in a gopher hole and sprained his ankle. Numerous suggestions were offered as to the best method for solving his situation. None could be adopted because the victim appealed to Higher authority. Mr. Briscoe wisely decided that Moore's misfortune was certainly an act of God and play resumed without further incident. Refreshments, appropriate to the age group, were served to the young and the young in heart.

How About This?

Clarence J. "Sonny" Farry after all these years of looking, finally liked what he saw. Lucille Gates said yes and the happy couple are now Mr. and Mrs. Clarence's only comment was, "Please have all acknowledgments accompanied by money!" Our congratulations and best wishes to you both.

Missoula Division



Max H. Anderson, Resident Engineer, is retiring in Missoula this month after more than 25 years of service, the last 18 of which were in the bridge dept. Max began work in Miles City in July of 1932, and worked summers for the next several years. As he tells it, "he wasn't related to anyone so he got layed off in the winter months." After getting in a few continuous years before World War II, he spent a couple of years in New Mexico on airport construction for the government. Upon returning he has been in charge of approximately 25 major structures throughout the State, the latest of which was the million dollar Higgins Avenue bridge in downtown Missoula.

Max plans on making his home in Missoula for awhile and no doubt do some traveling and fishing. He is an expert fisherman (if there are no trees or brush in the area). Anyway, we all wish him good luck and the best of happiness in his retirement.

ELEPHANTS TAKE TO THE ROADS

American taxpayers, who often wonder where all their dollars go, especially those foreign aid dollars, may be glad to know that at least some of them are benefiting the elephant population.

There's a surge of highway building by pro-western nations these days in Africa and Asia, and a good part of the capital is coming from the United States. Among the nations doing extensive highway construction is Uganda, in Africa. But, when a stretch of highway is completed there, the human users find they have to wait a bit for some four-footed travelers—elephants.

The elephants, long used to making their own trails for their wanderings, have given the highway engineers a vote of confidence, having found that the new highways cut their traveling time considerably in getting from one feeding grounds to another.

And, if you happen to be touring in Uganda, elephants have the right of way. You just don't argue with an elephant any more than you do with a truck!

REGIONAL CONFERENCE SUCCESSFUL

M. R. Wickman, Road Plans Engineer, reports a successful regional conference of the AASHO Committee on Design, July 31 and Aug. 1, in Helena.

One of the highlights of the conference was a bus trip North of Helena to show the delegates the construction underway on Interstate 15.

Discussion leaders for the conference were well-chosen for their ability and knowledge. The delegates expressed their satisfaction at the information they gained by conferring with each other, and in the discussion groups.

Wickman is chairman of Region 4 of the conference. "Wick" is to be commended for the excellent manner in which he conducted and organized the conference. He was ably assisted by "Gyp" Woodahl. "Wick" wants to thank those who helped him make the meeting a success: Ray Bouchey, Woody McCoskery, Gil Warren, Tom Stevens, Ed Burris, Grover Powers, Ben Briscoe, George Sime, Ernie Neath, and the two typists, Norma Hunter and Margaret Roberts.

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